AMENDMENT(S) TO THE SPECIFICATION

Please replace the paragraph beginning at page 5, line 10 with the following paragraph:

Fig. 2 depicts a gear pump 15' in more detail. The gear pump 15' incorporates a ring gear 16 which is supported for rotation and which is provided with a multiplicity of internal teeth 16'. A gearwheel 17 is arranged eccentrically within the ring gear 16 and incorporates external teeth 17' which are in engagement with the ring gear's internal teeth [[16a]] 16'. A portion of the rotatable shaft 9 extends through a central hole 18 in the gear wheel 17. The rotatable shaft 9 and the gearwheel 17 are connected together so that a rotary motion from the shaft 9 is transmitted to the gearwheel 17. The gearwheel 17 itself transfers said rotary motion to the ring gear 16. In the space between the ring gear 16 and the gearwheel 17 there is a low-pressure side 19 with an inlet pipe for the oil and a high-pressure side 20 with an outlet pipe for the oil. The inlet pipe and outlet pipe are not depicted in the drawing, since the arrangement of such pipes in connection with a gear pump 15' in conventional technology. When the gearwheel 17 and the ring gear 16 rotate, oil will be drawn from the low-pressure side 19 to the high-pressure side 20, thereby imparting to the oil and increased pressure due to the gradually reduced space between the teeth 16', 17'. The pressurized oil is transferred to the toroidal space 7 when a braking action is required or to a pipe circuit which leads past the toroidal space 7 when no braking action is required.

Please replace the paragraph beginning at page 5, line 29 with the following paragraph:

The retarder depicted in Fig. 1 incorporates a housing which consists of a first element 10 and a second element 11. The first element 10 incorporates a body in which inter alia the stator 1 and the rotor 2 are arranged. The second element 11 has a cover-like structure and is detachably fittable along a connecting region 12 to the first element 10 so that in a fitted state they form a closed housing. A gasket 13 is arranged in the connecting region 12 so that the housing forms a

sealed enclosure. The first element 10 incorporates a number of recesses 14 to accommodate various components 15 of the retarder. The shape and size of the recesses 14 are appropriate to the specific components 15 which they accommodate. Such a recess 14' accommodates a gear pump 15'. The recesses 14 each have an opening in a substantially common plane A. The broken line A-A in Fig. 1 represents said plane A. The connecting region 12 of the first element 10 and second element 11 also has an extent in said plane A. Such positioning renders the components 15, including the gear pump 15', readily accessible for fitting and removal. The gear pump 15' is driven by the rotatable shaft 9. This means that the gear pump 15' runs continuously while the vehicle is in operation. The gear pump 15' thus transfers oil from an oil sump [[16]] 26 to the toroidal space 7 when braking action is required of the retarder, and to a pipe circuit bypassing the toroidal space 7 when no braking action is required of the retarder.